

DRAFT

**LYNCH CREEK QUARRY SUB-AREA PLAN
PLANNED ACTION
ENVIRONMENTAL IMPACT STATEMENT (EIS)
TOWN OF EATONVILLE**

**Town of Eatonville
Town Hall
201 Center Street West
Eatonville, Washington 98328
360 832-3361**

15 June, 2009

DRAFT

FACT SHEET

Project Title:	Lynch Creek Quarry Sub-Area Plan and Planned Action Draft Environmental Impact Statement (DEIS)
Proposed Action:	Is to prepare and adopt a sub-area plan of approximately 86 acres of land for industrial development. The intent is for the Town of Eatonville to annex the area and zone it for industrial development. The anticipated industrial development will generate a number of living wage jobs. The Draft Environmental Impact Statement is structured to follow the Planned Action and SEPA/GMA integration procedures as outlined in WAC 197-11-164 through 197-11-235.
Location:	The project is located north-east of the Town of Eatonville in Section 13, Township 16 North and Range 4 East. The land area lies currently outside the corporate boundary of the Town of Eatonville and inside its GMA urban growth area.
Proponent:	Town of Eatonville 201 Center Street West Eatonville, Washington 98328
Lead Agency:	Town of Eatonville
Responsible Official:	Nicholas Bond, Town Planner Town of Eatonville
Contact Person:	Nicholas Bond, Town Planner Town of Eatonville
Required Approvals:	<u>Town of Eatonville</u> <ul style="list-style-type: none"> • Adoption of the Sub-Area Plan • Amendment to the GMA Comprehensive Plan • Annexation to the Town of Eatonville • Amendment to the Zoning Code and Zoning Map • Shoreline Substantial Development Permit • Site Development Permit • Clearing and Grading Permit

Required Approvals:	<u>Pierce County</u> <ul style="list-style-type: none"> Boundary Review Board Approval (Annexation)
Types and Timing of Subsequent Environmental Review:	<p>Having prepared the EIS document under the Planned Action regulations, WAC 197-11-164 through 197-11-172, any future environmental reviews are necessary only when the proposed development exceeds the development intensity and thresholds under the preferred alternative selected under the planned action EIS.</p>
EIS Authors and Principal Contributors:	<p>Nicholas Bond, Town Planner Town of Eatonville</p> <p>Mart Kask, AICP, PE Kask Consulting, Inc. 8 Lindley Road Mercer Island, WA 98040 206 275-0140 kaskinc@aol.com</p>
Environmental Documents Incorporated by Reference:	<ul style="list-style-type: none"> Eatonville Comprehensive Plan EIS, 6 December 1993 and all subsequent amendments to the Plan Environmental Review of the Lynch Creek Quarry Conditional Use Permit Application by Lynch Creek Quarry, LLC, to Pierce County, 11 April 2000 NEPA review of the Eatonville SR 161 Town Center and Corridor Project, Federal Highway Administration and Washington State Department of Transportation, 21 April 2009 Mashell Meadows, Eatonville, Traffic Impact Analysis, 14 March 2007 Aviator Heights, Eatonville, Traffic Impact Study, 16 March 2006 Eatonville School District, Transportation Impact Analysis, 30 March 2007
Location of Background Information:	<p>Planning Department Town of Eatonville 201 Center Street West Eatonville, Washington 98328</p>
Date of Issue:	15 June, 2009

Public Hearing:	Conducted June 1, 2009 at 7:00pm at a regular meeting of the Eatonville Planning Commission in the Eatonville Community Center, 305 Center Street West, Eatonville, Washington 98328
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SUMMARY

Sub-Area Plan

Sub-Area Plan. The Sub-Area Plan is shown in Figure 1a with the 3 alternatives under this planned action EIS listed as 1b, 1c, and 1d. The concept of the sub-area plan is to create industrial development clusters, separated by roads and green space corridors. The sub-area lends itself to six distinct development clusters labeled A-F. Five of the clusters, B-F, are ready for site development today. The furthest northern cluster, A, is the site of a proposed sand and gravel mine expansion. Pierce County is considering a Conditional Use Permit for the site to mine sand and gravel over the next 5-10 years. The development of this area would occur upon the completion of mining activities. The total developable area comprised of the six clusters, amounts to approximately 50 acres, which constitutes approximately 58 percent of the total sub-area of the approximately 86 acres. Topographically the sub-area is about 50 to 100 feet higher than the elevations at the Town Center.

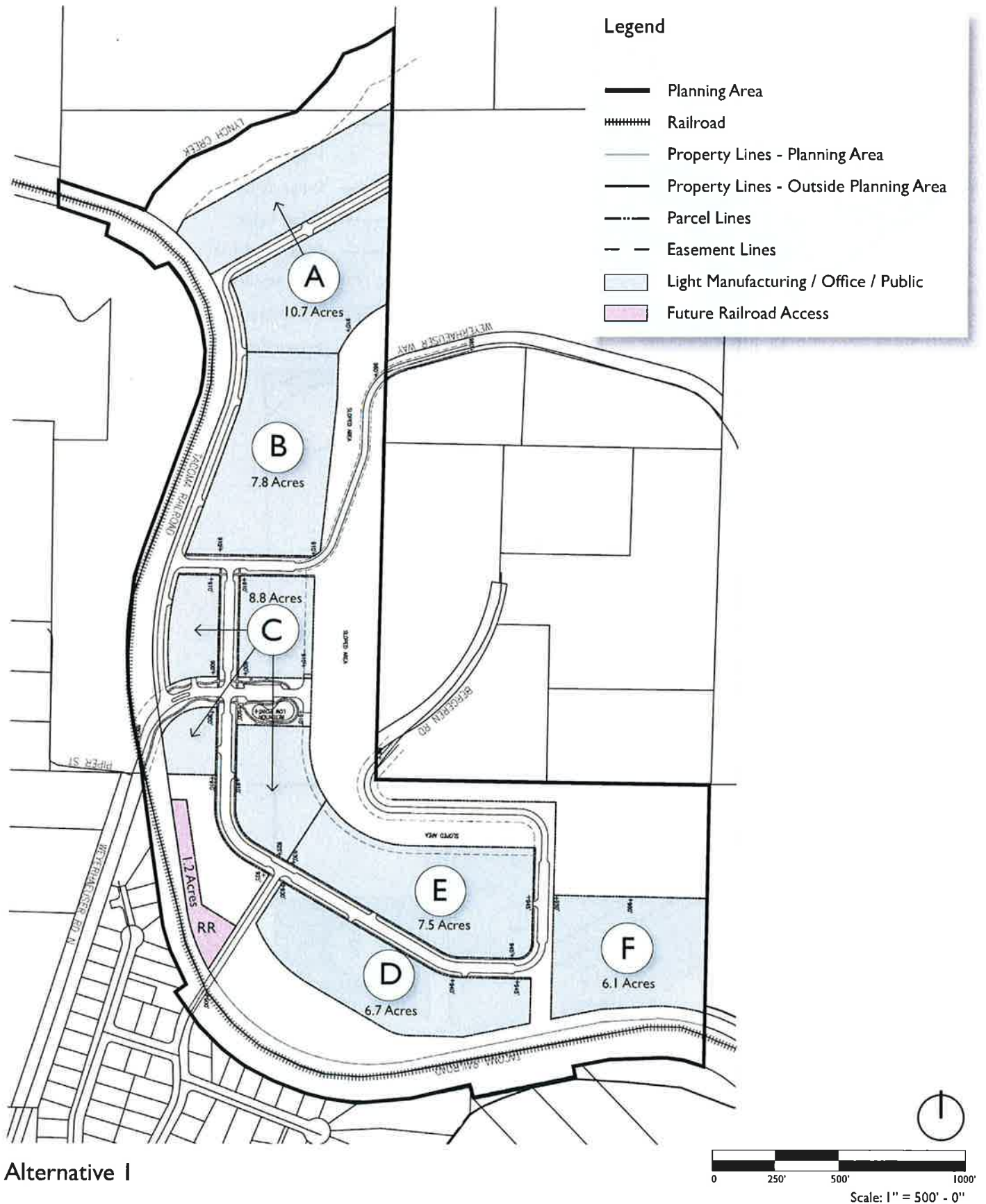
Roads. The sub-area is serviced by two roadways, the Weyerhaeuser Road and the Berggren Road. Current truck movements, carrying quarried rock, take place on Weyerhaeuser Road. Berggren Road is and is proposed to continue to be a local access road for local residential traffic only. Weyerhaeuser Road has adequate right-of-way width to accommodate a two lane roadway with left turn pockets at major intersections. Additional roadways which are needed to be constructed to access the development clusters are shown on figure 1a.

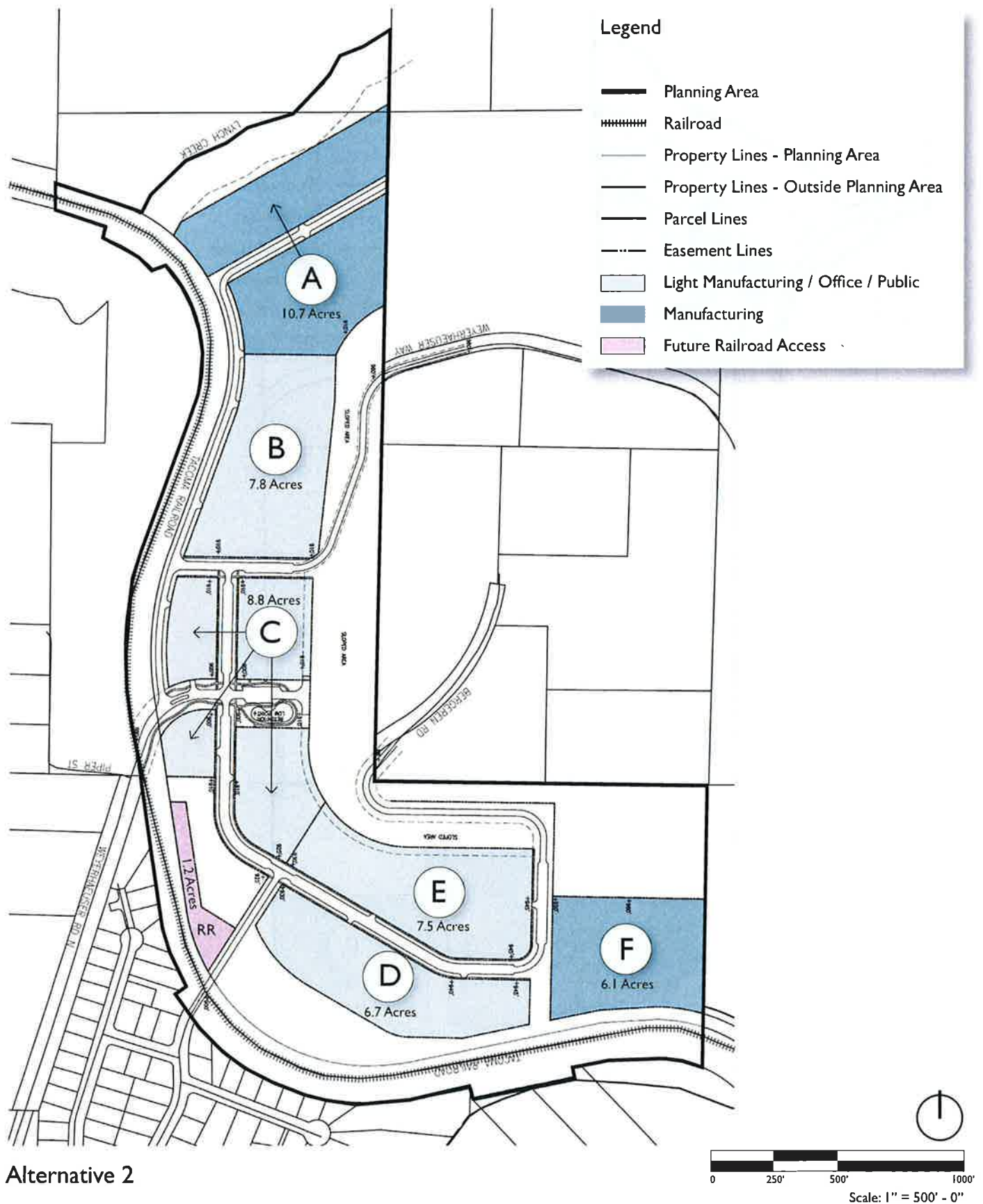
Railroad. The sub-area is being serviced by an operational railroad. The City of Tacoma owns and operates the railroad, however damage to the bridge over the Nisqually River in 2006 has restricted usage of the rail line in recent years. The City of Tacoma keeps the railroad in operating condition by making periodic improvements and plans to replace the Nisqually River bridge.

Utility Services. The Town of Eatonville has adequate water and sewer capacity to service the potential maximum industrial development. As site development activities occur, it is expected that gravity sanitary sewer line will be able to transport wastewater to the existing sewer mains adjacent to Weyerhaeuser Road, south of the railroad, and on Berggren Road, south of the railroad. Water mains exist on Weyerhaeuser Road and Berggren Road, south of the railroad. A looped water main is proposed to be constructed, connecting Weyerhaeuser Road and Berggren Road. Stormwater is proposed to be managed on site. The Town has adequate electrical supply to service the potential maximum industrial development. Recycled Class A “grey” water will be available to the site for irrigation and non potable use. This service is proposed to be extended to the site along Weyerhaeuser Road N.



Figure 1a





Alternative 2



Summary

Critical Areas. There are no wetlands on the site. The sub-area is flanked by Lynch Creek on the north and Mashell River on the south. Development along both water bodies is subject to Washington State Shoreline Management Act regulations. Slopes greater than 30 percent exist on the site as a result of mining activities and have been graded in accordance with geotechnical specifications.

Employment

The sub-area plan is based on the assumption that the area will develop at a density of 10.6 employees per net acre of developable land. Together, the six clusters will generate the maximum of 500 employees when fully built out.

Alternatives Considered

The type of industrial development and timing that will take place is very difficult to predict with high degree of specificity. For planning purposes, three alternative development scenarios were developed containing the following assumptions:

1. Mixed Use (low intensity) Scenario (Figure 1b). Clusters A, B, C, D, E and F, will develop as a combination of light manufacturing, office, and public uses.
2. Light Manufacturing Emphasis (medium intensity) Scenario (Figure 1c). Clusters B, C, D, and E, will develop as light manufacturing, office and public uses. Clusters A and F will develop as manufacturing uses.
3. Manufacturing Emphasis (high intensity) Scenario (Figure 1d). Clusters C and D will develop as light manufacturing, office, and public uses. Clusters B and E will develop as manufacturing uses. Clusters A and F will develop as heavy manufacturing uses.

A summary of significant adverse environmental impacts and mitigating measures are summarized in the Table 1, as shown below. The analysis is limited to the impacted environments as identified in the Scoping Process.

Impacts and Mitigating Measures

The following section, summarized in Table 1 – Probable Significant Adverse Environmental Impacts and Mitigating Measures, analyzes impacts and mitigating measures on a number of natural and man-made environments. The environments were identified and selected in the Scoping process.

The Scoping process identified the following environments for environmental evaluation: earth, air, water, plants, animals, energy and natural resources, environmental health, land and shoreline use, housing, aesthetics, light and glare, recreation, transportation, public services, and utilities. As shown in the table, the most significant adverse impact is likely to occur at the most intensive development level, the manufacturing alternative. The “no development” alternative does not have any impacts, since the land area is undeveloped.

Summary

Table 1
Probable Significant Adverse Environmental Impacts and Mitigating Measures

Earth

1. Mixed use (low intensity) scenario
 - Slope erosion, slope instability, settling of fill
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 plus hazardous material use could contaminate soils
 3. Manufacturing (high intensity) scenario
 - Same as 1 and 2
- No development
- No impacts
- Mitigation
- Restore Native Vegetation on Slopes
 - Erosion control best management practices
 - Mark buffers/clearing limits
 - Geotechnical/Engineering plans required for earthwork in areas D, E, and F
 - Require hazardous material containment and spill response plans if such materials are used

Air

1. Mixed use (low intensity) scenario
 - Fugitive dust during construction
 - Fugitive dust from mined and cleared areas
 - Vehicle emissions from heavy trucks
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- Pave all roadway, parking and vehicle maneuvering areas
 - Vegetate all undeveloped and bare areas
 - Vehicle idling restrictions

Summary

Water – Stormwater

1. Mixed use (low intensity) scenario
 - Stormwater flows from impervious surfaces
 - Stormwater discharges to Mashell River and Lynch Creek
 2. Light manufacturing (medium intensity) scenario
 - The use of hazardous materials could impact waters of the state.
 3. Manufacturing (high intensity) scenario
 - Same as 1 and 2 above
- No development
- No impact
- Mitigation
- Establish a 200 foot stream buffer along Mashell River and a 150 foot buffer along Lynch Creek, restore native vegetation within buffers
 - Use of porous pavements in light vehicle parking areas
 - All stormwater shall be infiltrated on site, mandatory use of “low impact development” techniques
 - Install soap/oil separators at vehicle washing sites
 - Require spill containment and response plan for any use of hazardous materials

Water – Groundwater

1. Mixed use (low intensity) scenario
 - Unused onsite wells could contribute groundwater contamination.
 - Stormwater discharged into the ground will have an effect on the groundwater unless property pre-treated
 2. Light manufacturing (medium intensity) scenario
 - Same as 1, the use of hazardous materials could impact waters of the state.
 3. Manufacturing (high intensity) scenario
 - Same as 1 and 2 above
- No development
- No impact
- Mitigation
- Stormwater that is discharged into the ground, must first be treated in bioswales or other “low impact” stormwater management features
 - Require spill containment and response plan for any use of hazardous materials
 - Any existing onsite wells shall be decommissioned prior to site development

Summary

Plants

1. Mixed use (low intensity) scenario
 - Loss of trees and vegetation in development areas
 - Creates new demands for parks and open space
 - New uses require buffering
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- Vegetation in areas labeled conservation area on figure 1a shall be maintained and preserved as open space
 - Significant trees on the site shall be preserved
 - A public park similar to that shown on figure 1a shall be constructed
 - Perimeter landscaping shall be required for all uses throughout the site
 - All vacant land and buffer areas shall be planted with native vegetation

Animals

1. Mixed use (low intensity) scenario
 - Potential barrier to migratory routes to Mashell River and Lynch Creek
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- Keep buffer areas obstruction free

Energy and Natural Resources

1. Mixed use (low intensity) scenario
 - No identifiable probable significant adverse impacts
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- None needed

Summary

Environmental Health

1. Mixed use (low intensity) scenario
 - Noise resulting from manufacturing activities may be a problem
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- Developers shall comply with EMC 8.11 during construction
- Buffers required should adequately mitigate noise impacts

Land and Shoreline Use

1. Mixed use (low intensity) scenario
 - None anticipated
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- None needed

Housing

1. Mixed use (low intensity) scenario
 - None anticipated
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- None needed

Summary

Aesthetics

1. Mixed use (low intensity) scenario
 - Materials storage yards might be unsightly without landscape buffering
 - Large parking lots without landscaping might be unsightly
 - Industrial buildings could be unsightly
 - Tall structures could interfere with views
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- All storage yards shall be buffered with landscaping
- Large parking lots shall be landscaped
- Developers shall follow design guidelines to be adopted by the town
- Establishment of 50 foot/3 story height limit for buildings

Light and Glare

1. Mixed use (low intensity) scenario
 - Light emissions will occur as a result of development
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- Require exterior light shielding so that light is directed towards the ground
- Require diming of non essential lighting during non business hours

Recreation

1. Mixed use (low intensity) scenario
 - None anticipated
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- None needed

Summary

Historic and Cultural Preservation

1. Mixed use (low intensity) scenario
 - None anticipated
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- None needed

Transportation

1. Mixed use (low intensity) scenario
 - There is insufficient vehicle, pedestrian, and bicycle access within the site
 - Bergeren Road is not suitable for commercial access
 - The proposed development would increase demands for parking in the area
 - The Bergeren Road grade within the site is too steep for commercial use
 - The development of this site could eliminate opportunities for passenger rail access and service in Eatonville
 - The project will impact several intersections in Eatonville
 - The amount of automobile traffic generated by the potential industrial development results in a significant safety hazard at the Weyerhaeuser Road railroad crossing
 - Vehicle, bicycle, and pedestrian access to the site is insufficient
 - Private road standards are insufficient for serving the proposed development
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- Roads, sidewalks, trails, and bicycle lanes must be constructed within the site.
 - Bergeren Road shall be used for local residential access only
 - Onsite parking shall be provided for all uses
 - Bergeren Road shall be regraded and relocated in accordance with figure 1a
 - A possible future passenger rail depot site has been identified and is an allowed use adjacent to the railroad tracks
 - Improvements or contributions to the intersections of Center Street E and

Summary

Weyerhaeuser and Center Street E and SR-161 are required

- The Weyerhaeuser Road railroad crossing shall be reconstructed including the installation of a crossing signal
- Weyerhaeuser Road between Center Street and the site shall be brought up to public standards

Public Services – Fire and Police

1. Mixed use (low intensity) scenario
 - The availability of adequate fire flow is a necessity prior to issuing any development permit at the site
 - Any buildings on the site in excess of 40 feet in height require specialized firefighting equipment that the Town does not now have
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- Fire flow requirements may necessitate the construction of a water tank at the site
- Industrial development with high fire flow or industrial processing needs may necessitate the construction of a water tank at the site, fed by new wells
- Firefighting equipment that can reach structures in excess of 40 feet in height must be provided by the developer
- Use of surveillance cameras at and around the industrial development area will enhance public safety and security

Utilities – Water

1. Mixed use (low intensity) scenario
 - Additional demand for potable water will be created by industrial and commercial development at the site
2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
3. Manufacturing (high intensity) scenario
 - Same as 1 above

No development

- No impact

Mitigation

- The developer shall construct onsite water system improvements including the extension of water serve to the far ends of the site

Summary

- The developer shall provide class A Wastewater (purple pipe) service to the site for irrigation and non potable uses.
- A high water use demand development may need to build a water tank and possibly wells to meet the high supply demand

Utilities – Wastewater

1. Mixed use (low intensity) scenario
 - Additional demand for wastewater will be created by industrial and commercial development at the site
 2. Light manufacturing (medium intensity) scenario
 - Same as 1 above
 3. Manufacturing (high intensity) scenario
 - Same as 1 above
- No development
- No impact
- Mitigation
- On and off-site sewer system improvement costs must be borne by the developer
 - The Town has adequate capacity to treat the wastewater generated at the site
 - Any industrial development that generates industrial waste other than general domestic waste must provide total or pre-treatment at the site

SUB-AREA PLAN

Site

The Town of Eatonville petitioned and the Pierce County Council approved the expansion of Eatonville urban growth area to include, what is commonly known as the Lynch Creek Quarry area. The expansion of the urban growth area and the Lynch Creek Quarry area are shown in Figure 2. The site is approximately 86 acres in size and is located north-east of the Town. The site is separated from the town by a railroad line, owned by the City of Tacoma. The site has been and continues to be mined for rock and gravel. Former mined areas have been reclaimed. Active mining is going on to the north of the site and additional mining is proposed on the site, provided a conditional use permit is granted to the mine operator by Pierce County. The site is about 50 to 100 feet higher in elevation than the elevation of the Eatonville downtown area. On the site are two reclaimed quarried areas, plus an area proposed for future quarrying and forested areas as shown on a recent aerial photo, labeled Figure 3. Topography of the area in twenty foot contours is also shown in Figure 3.

Objective

The objective of the sub-area plan is to create a site that is open for industrial development, thereby creating local family-wage jobs. To reduce development costs and expedite permitting, the Town prepared the sub-area plan, in accordance with GMA/SEPA integration and planned action procedures as identified in WAC 197-11-164 through 235.

Existing Land Ownership, Use and Zoning

The land area is in three ownerships. Lynch Creek Quarry owns the active quarrying site to the north. Weyerhaeuser Company owns the land to the south and the Tacoma Railroad owns the rail line right-of-way. Bergeren Road right-of-way though the site is owned by Pierce County. Land ownerships are shown in Figure No. 5.

The current land use of the area consists of active rock quarrying area, reclaimed quarrying area, forested area, and Tacoma railroad and its right-of-way. The layout of the above named land uses are shown in Figure 6. Since the area is currently in Pierce County, the County's zoning classifications apply. As shown in Figure 7, most of the land is zoned Employment Center (EC). The land outside the sub-area boundary is zoned Rural Residential (R-20) with 20 acre minimum lot size. A small portion is zoned Agricultural Reserve Lands (ARL).

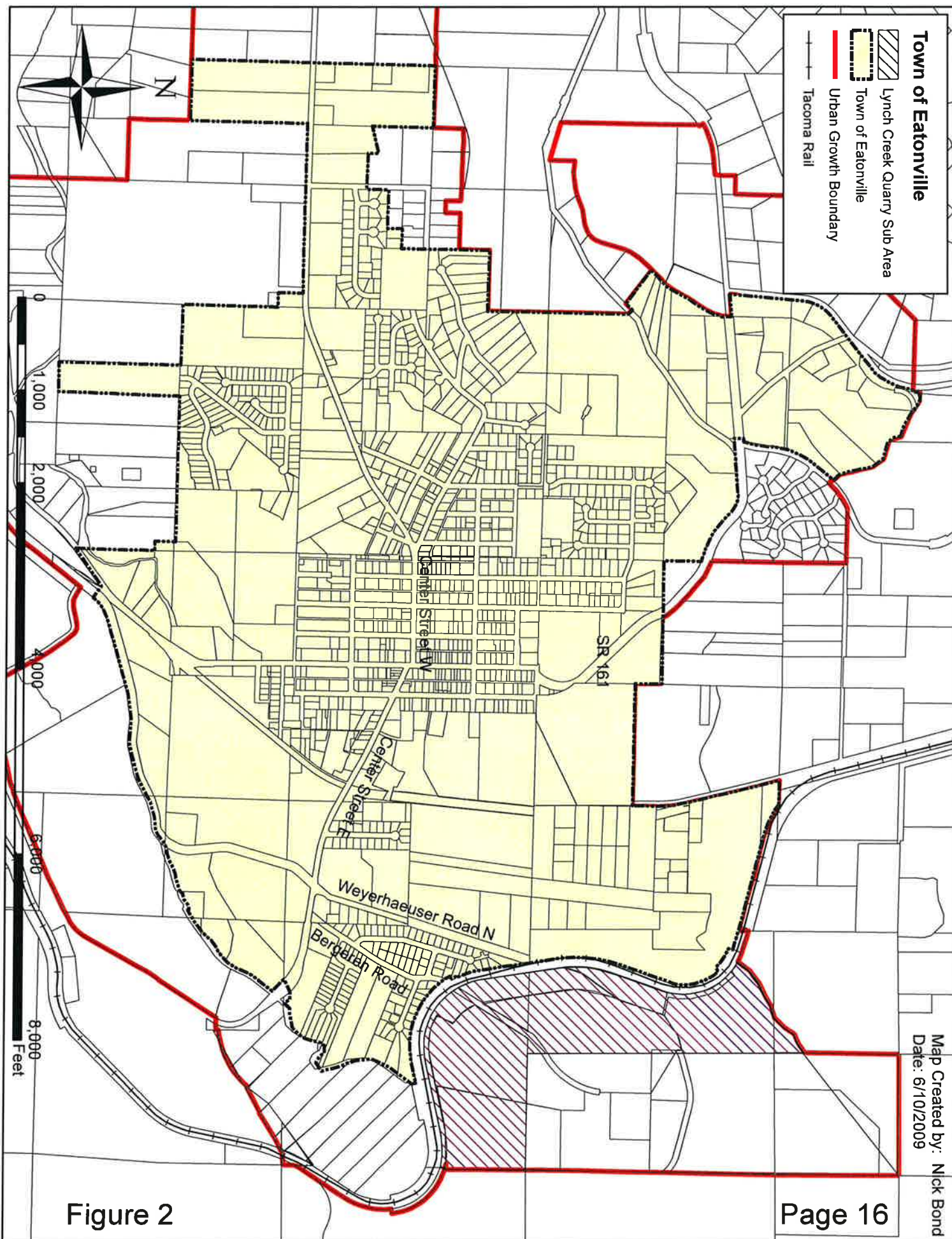
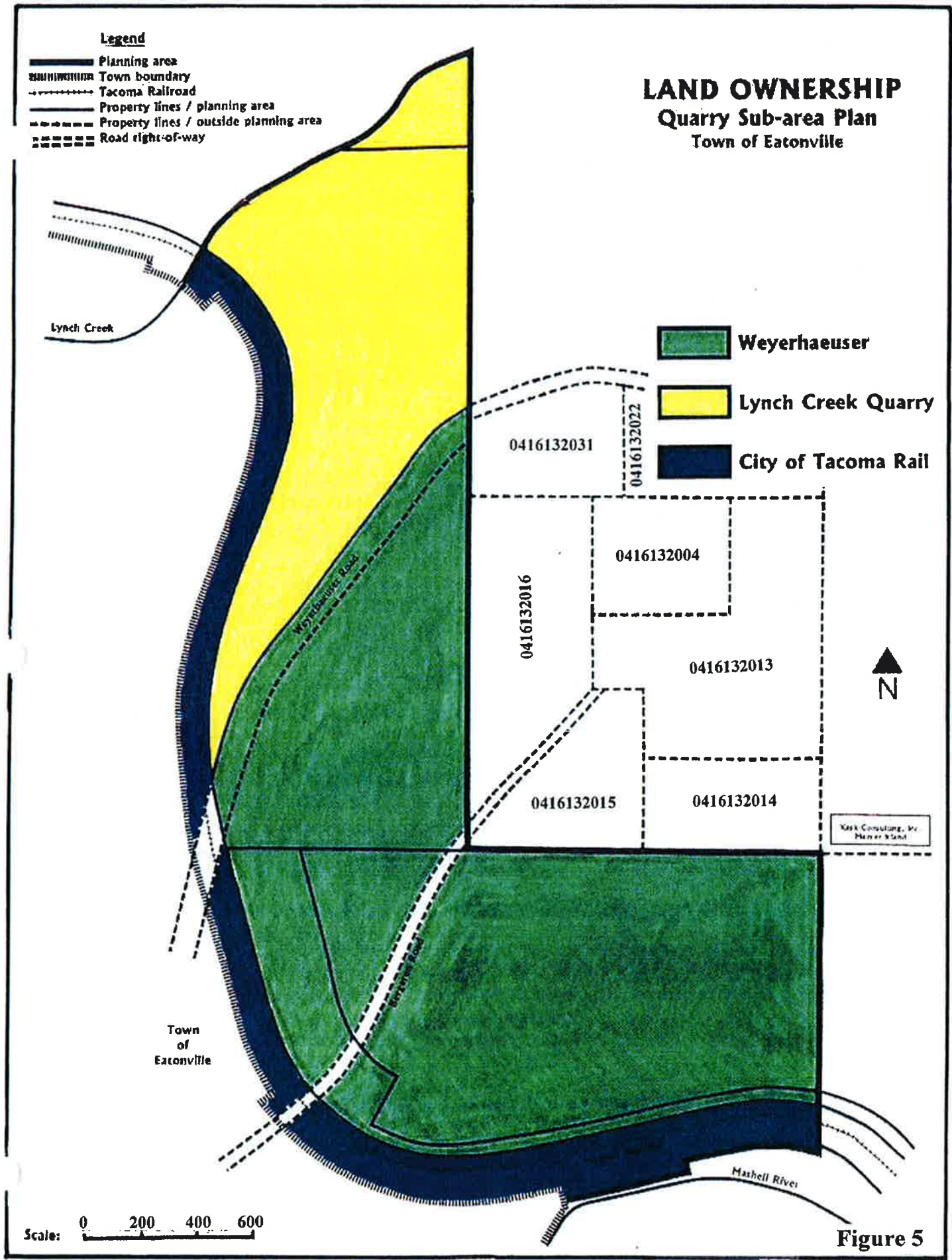
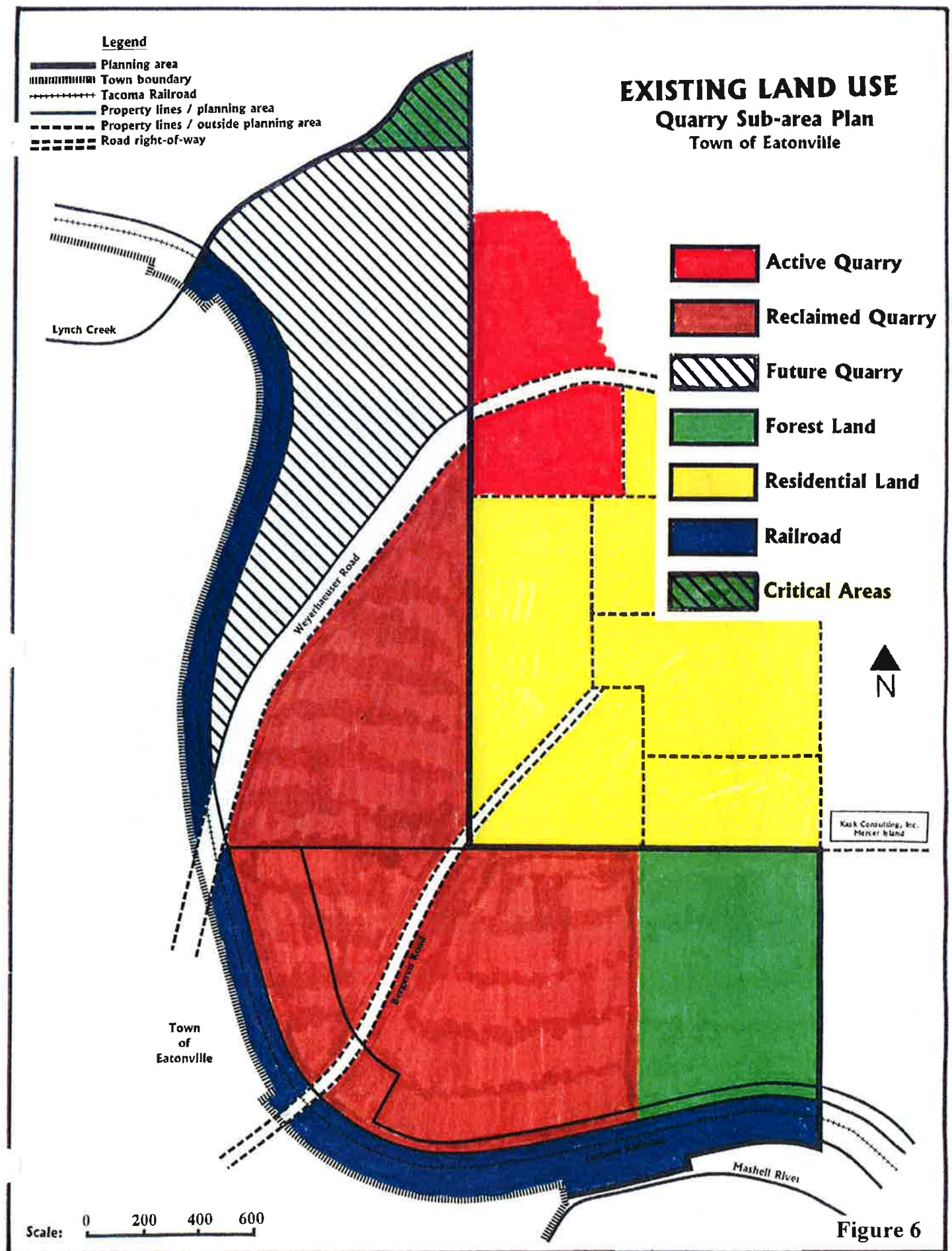
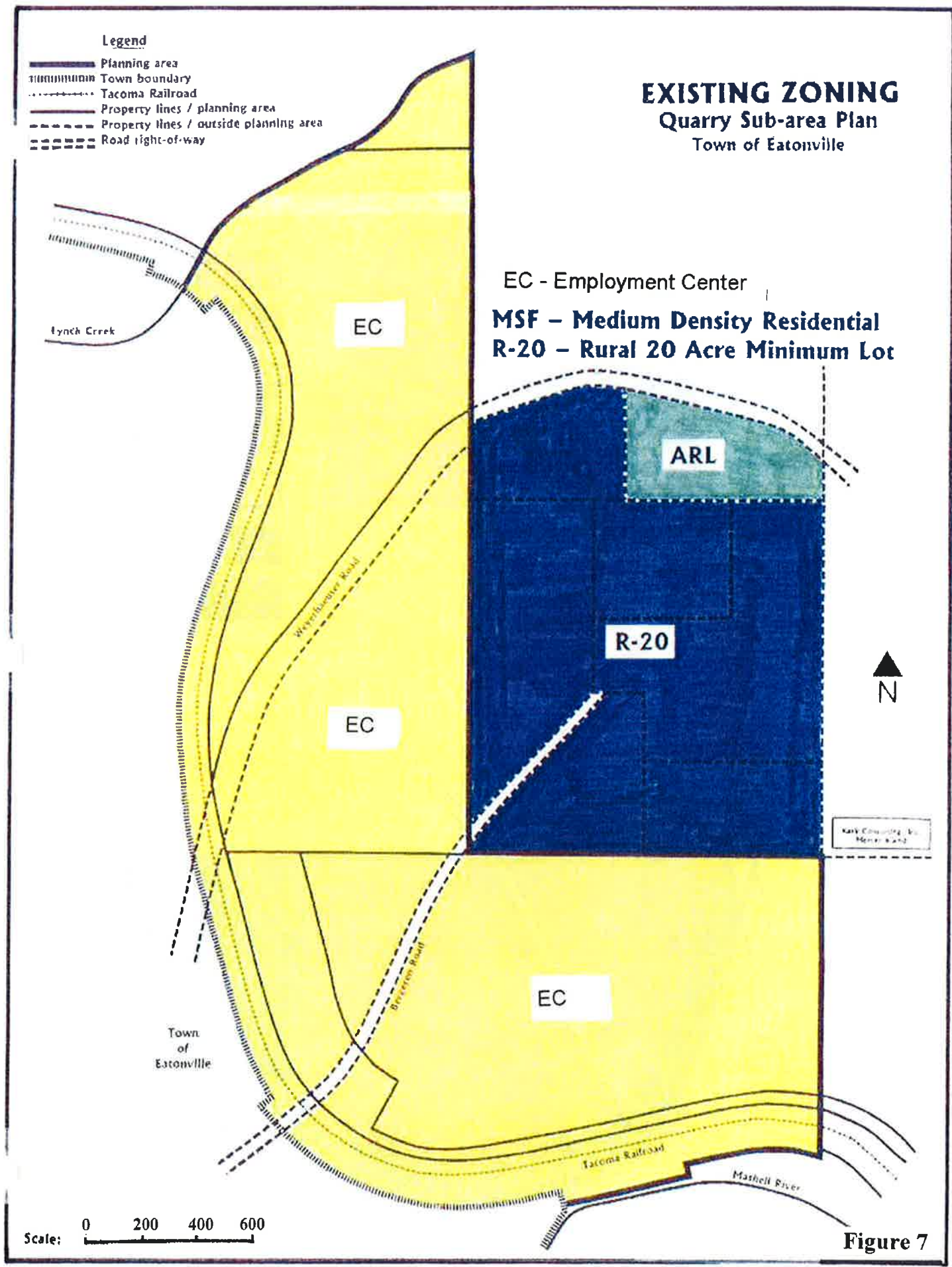


Figure 2







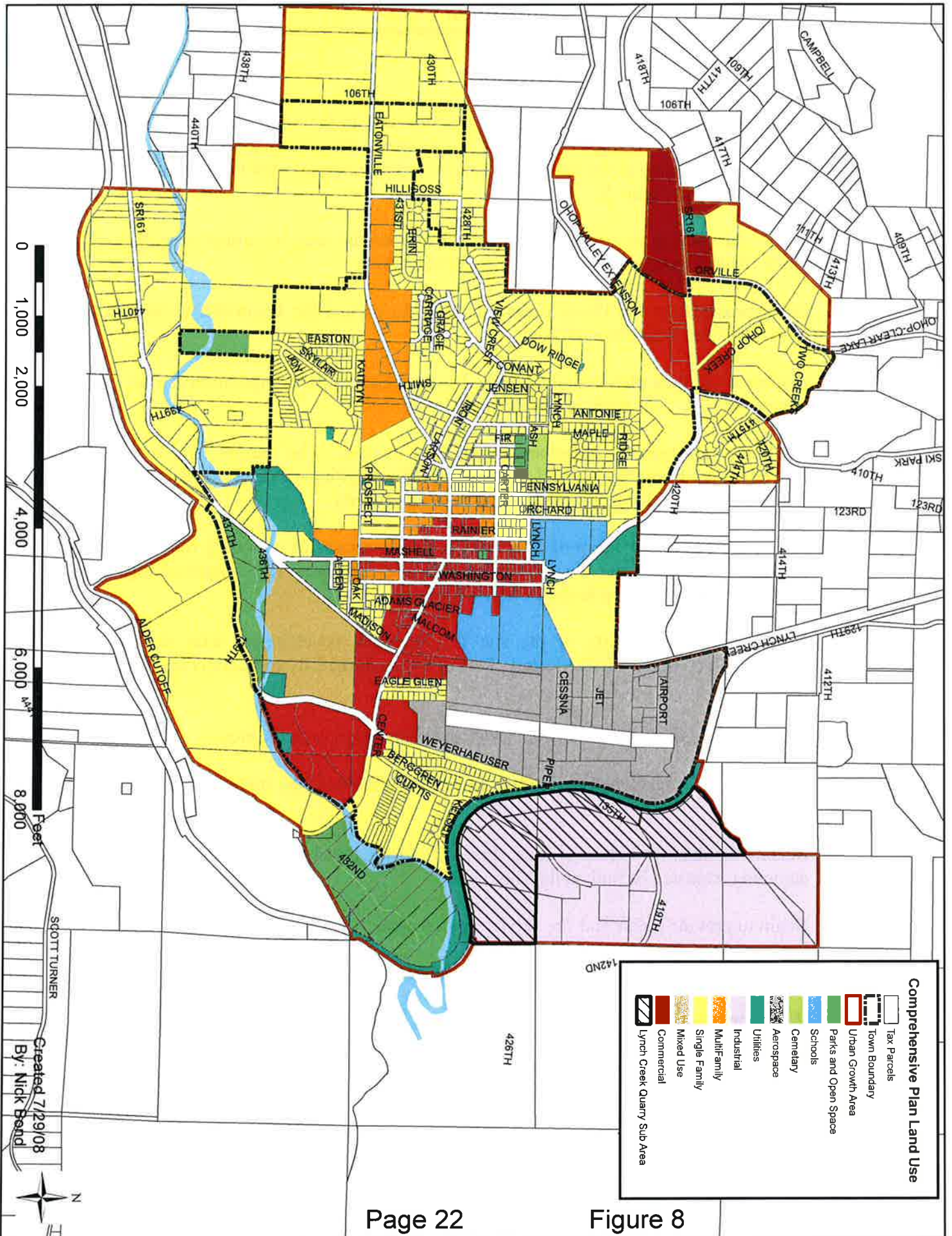
Sub-Area Plan

Eatonville's Comprehensive Plan

As stated earlier, the intent is to annex the Sub-Area to the Town of Eatonville, zone it industrial and promote industrial development to take place, thus creating a number of family-wage jobs. The relationship of the Sub-Area to the Town of Eatonville and its surrounding urban growth area is shown in Figure 8.

Before the site can be developed for intended industrial uses, a number of actions must first be taken. The actions are described in some detail below:

1. Get approval from the Pierce County Council to expand the Eatonville Urban Growth Area. This has been accomplished.
2. Prepare a sub-area plan and amend the Town of Eatonville Comprehensive Plan. Also prepare an EIS. This work is currently underway.
3. Work out development agreements with land owners. The current land owners are Weyerhaeuser Company, Randal Lynch Creek Quarry, Pierce County for Bergeren Road right-of-way and City of Tacoma for the railroad property.
4. Annex the site to the Town of Eatonville for the purposes of providing road and utility services. Transfer the ownership of the Weyerhaeuser Road right-of-way from Weyerhaeuser ownership to the Town ownership.
5. Advertise the availability of the site for industrial development with the State of Washington (CTED), Pierce County, Port of Tacoma, the City of Tacoma (railroad), and others.
6. Work with the developer to extend sewer and water services to the area.
7. Work with the developer to improve Weyerhaeuser Road, the main road access to the area.
8. Rezone the land for industrial uses. Prepare a promotional brochure with color graphics depicting what can be built at the site.
9. Begin to provide police and fire services to the area.
10. Extend and expand electric utility services to the area.
11. Work the quarry owner, Pierce County and the Washington State Department of Natural Resources to reclaim the land after quarrying operations have ceased, to assure that the land terrain and slopes are conducive the industrial development without having first to expend large amounts of money in site development.



Sub-Area Plan

Road Services

The transportation system map of the Comprehensive Plan, as shown in Figure 9, shows Weyerhaeuser Road as being a collector street and the main access road to the site. Bergeren Road is also shown as a collector street. With the development of the site as a light-industrial development site, it is proposed that the Weyerhaeuser Road remain a collector street and the primary access to the site, as shown in Figure 10. Bergeren Road should be designated as a local access street and will serve local residential traffic only. Heavy truck traffic shall be prohibited on Bergeren Road.

Weyerhaeuser Road is built in a 100 foot right-of-way. No additional right-of-way is necessary. The road should be improved to two 12-foot travel lanes with sidewalk and a bikeway on one side. Utilities, such as sewer and water can easily fit in the right-of-way. The estimated cost of improving Weyerhaeuser Road to Pierce County road standards from the entrance to Aviator Heights access road to the railroad crossing amounts to about \$600,000.

The on-site improvements, consisting of extending Collectors and Local Residential Access Roads as shown in Figure 10, is estimated to cost \$3,100,000. The road construction can be financed with a grant or a low interest loan. The loan can be paid back from grant funds and contributions from industrial developers. The sale of sand and gravel from areas D and E and within the Bergeren Road right of way could also help pay for the costs associated with new road development.

Railroad

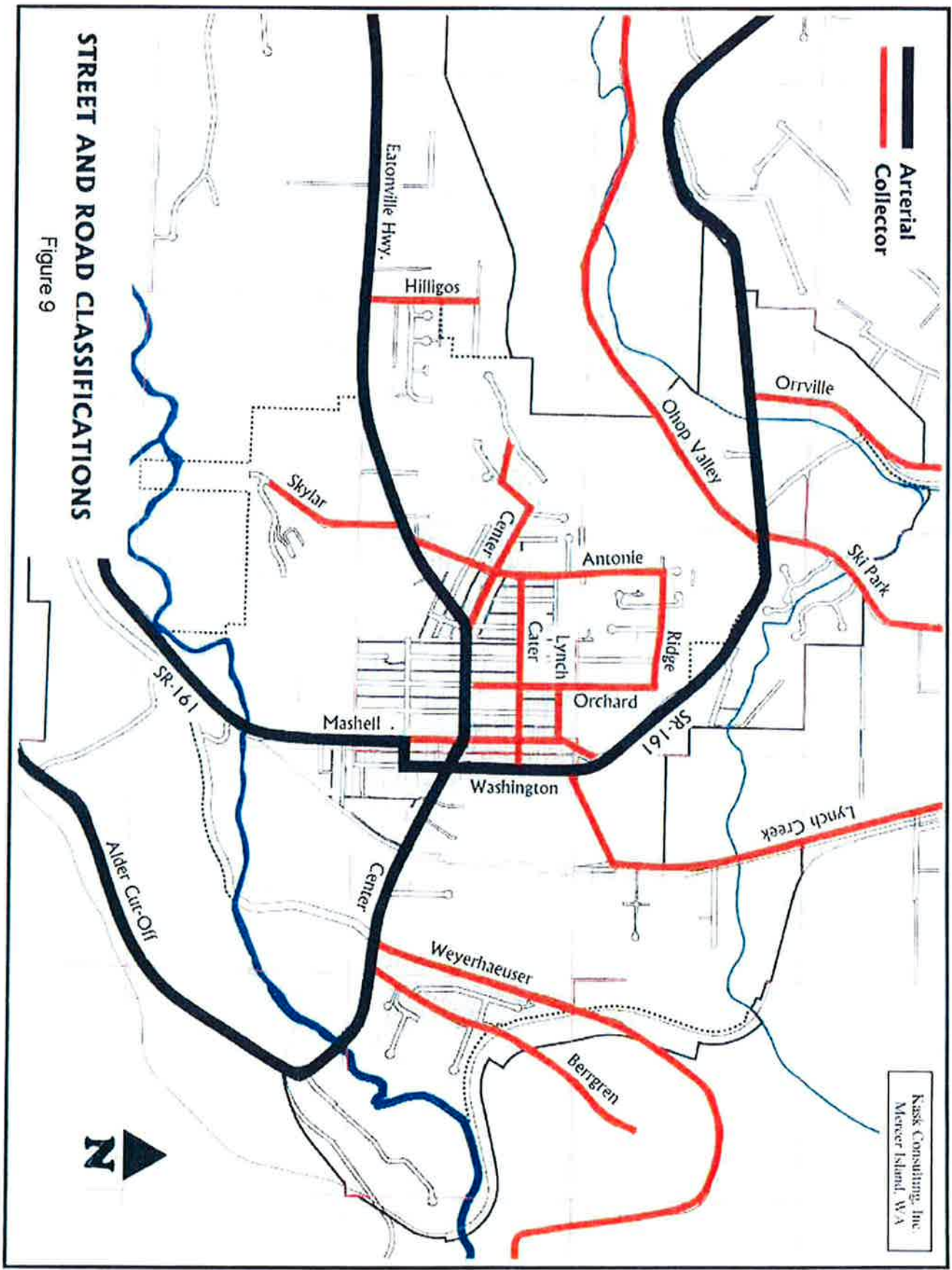
The Tacoma Public Works Department owns and operates the rail line. The rail line is being upgraded to permit 30 mile per hour operations. Currently, due to less than ideal conditions, the trains are restricted to 10 miles per hour operations. The rail line has been used until recently to haul rock from the current quarry operations and logs and products from the lumber mills located in Lewis County.

Side tracks could be extended to some of the sites within the sub area. Any rail improvements will be paid by Tacoma Rail or a combination of Tacoma Rail and the particular industrial developer.

Further, Tacoma Rail is assessing the feasibility of running passenger trains from Tacoma to Ashford, near the entrance to Mt. Rainier National Park. Eatonville could easily become a stop on the way from Tacoma to Mt. Rainier. A possible location for a passenger train depot is shown on figure 1.

Airport

The Eatonville Airport, Swanson Field, is less than one mile away from the industrial site. The airport is a general aviation airport with a 3,000 foot paved runway that can handle small aircraft carrying passengers and light cargo. The location of the airport in relation to the industrial site is shown in Figure 8.



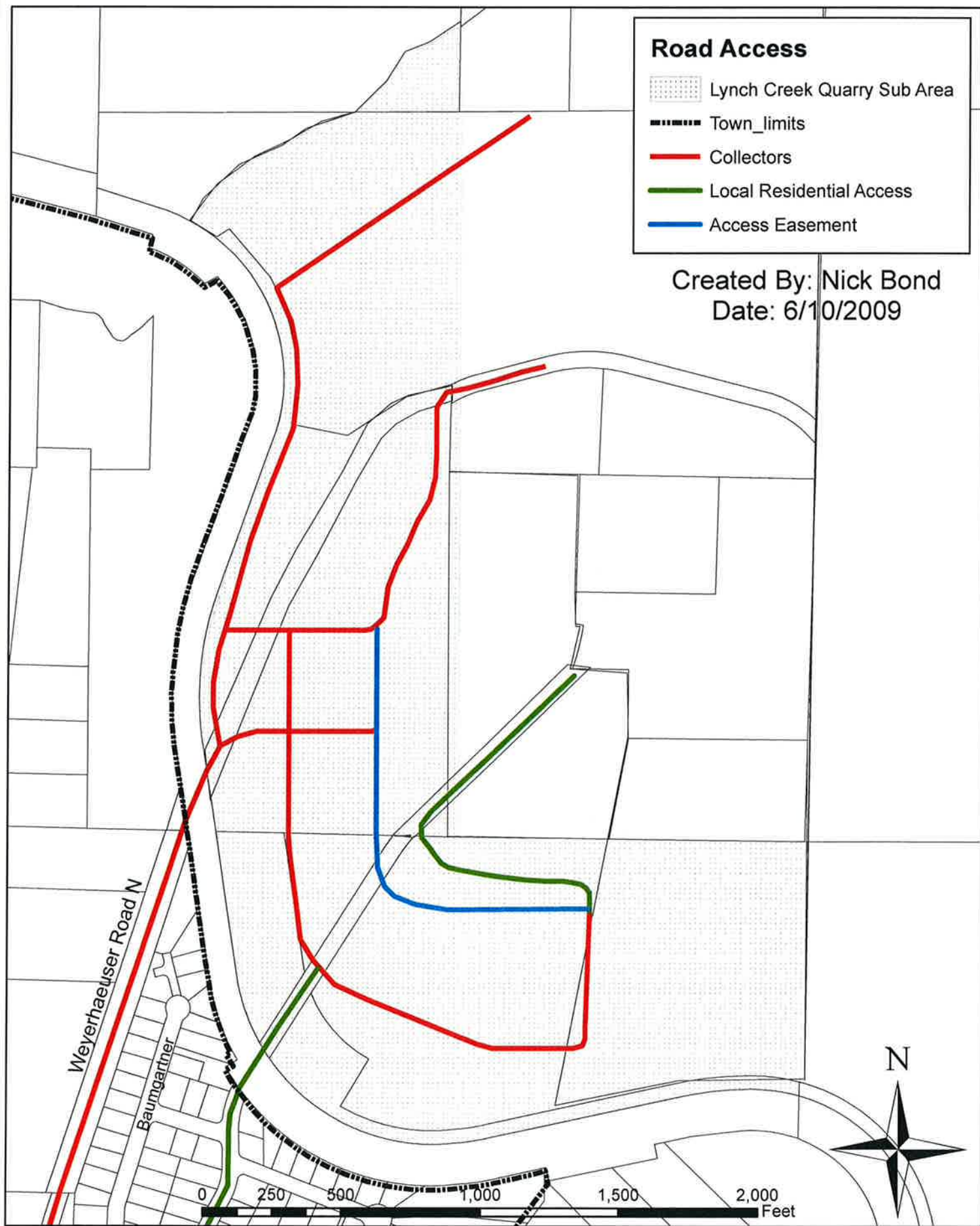


Figure 10

Wastewater System

- Town Limits
- - - UGB
- 12ft existing sewer
- 10ft existing sewer
- 6 and 8ft existing sewer
- Force Main
- manholes
- clean out

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Date: 06/10/2009

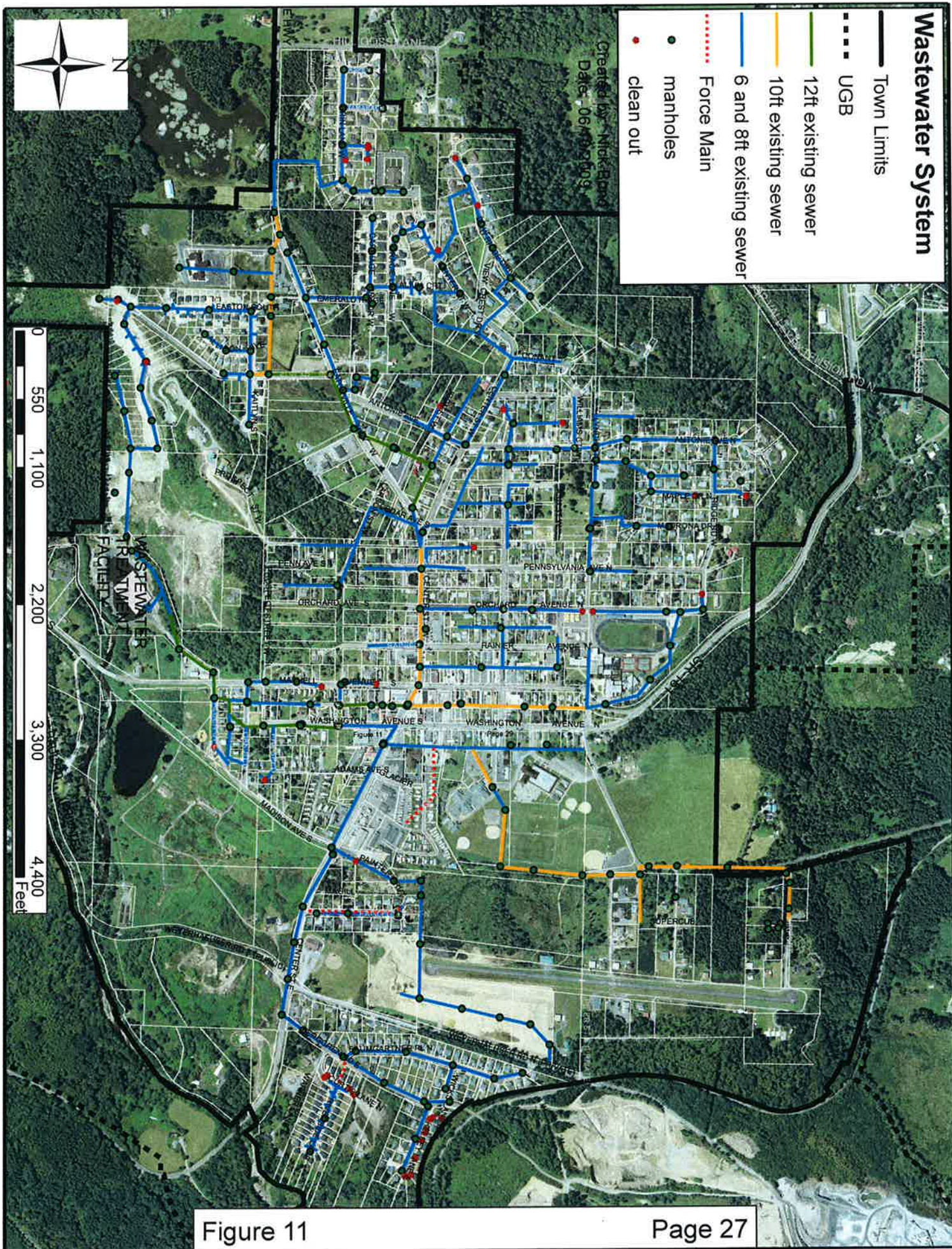
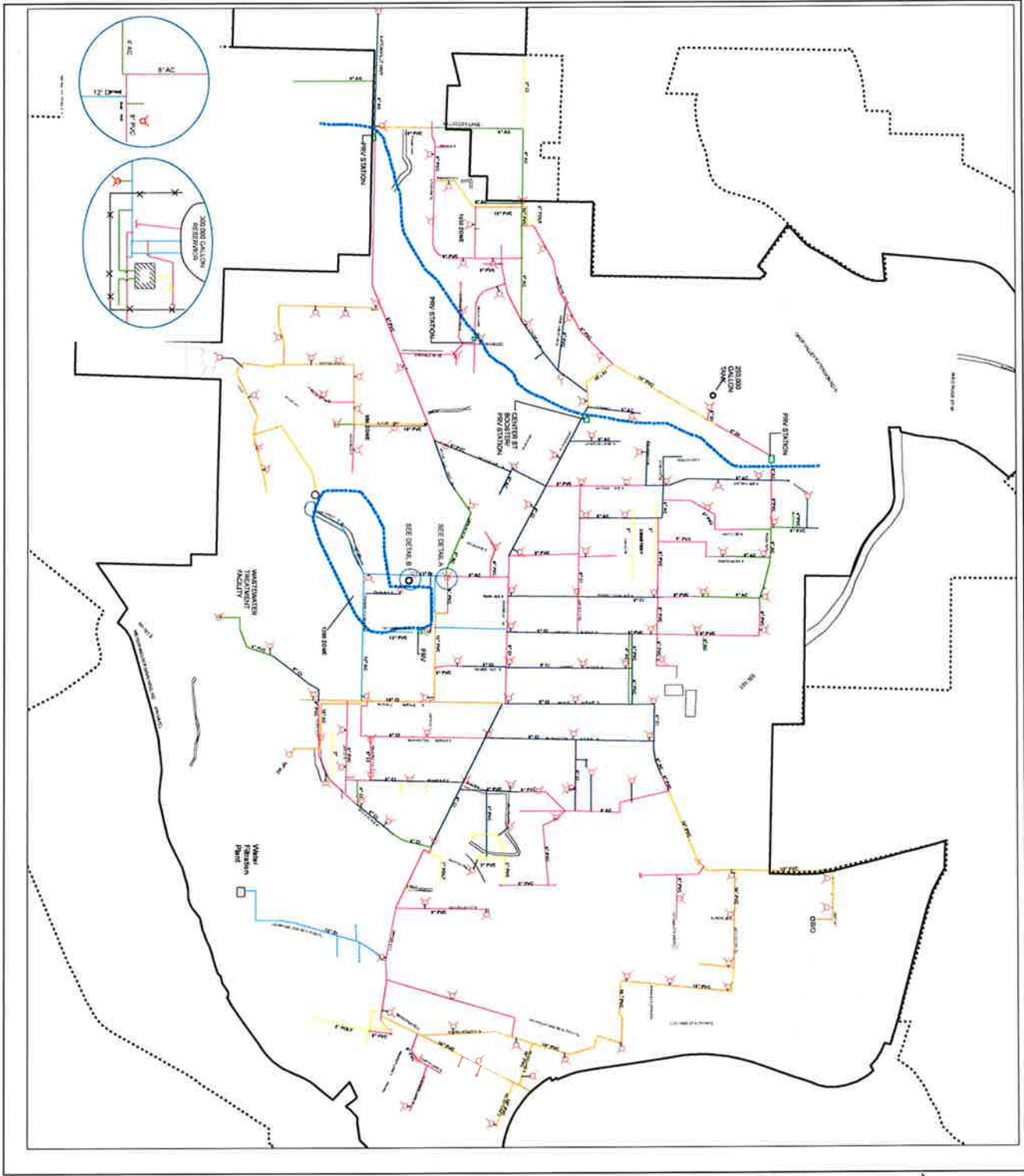


Figure 11



Town Of Eatonville Planning Department WATER SYSTEM MAP




Legend

- Hydrants
- Valve
- PRV Station
- UGB
- Town Limits
- 2-inch Watermain
- 4-inch Watermain
- 6-inch Watermain
- 8-inch Watermain
- 10-inch Watermain
- 12-inch Watermain

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 This is not an official document. Please
 contact the Planning Department for all
 project information. C-24
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 July 2007

Figure 13

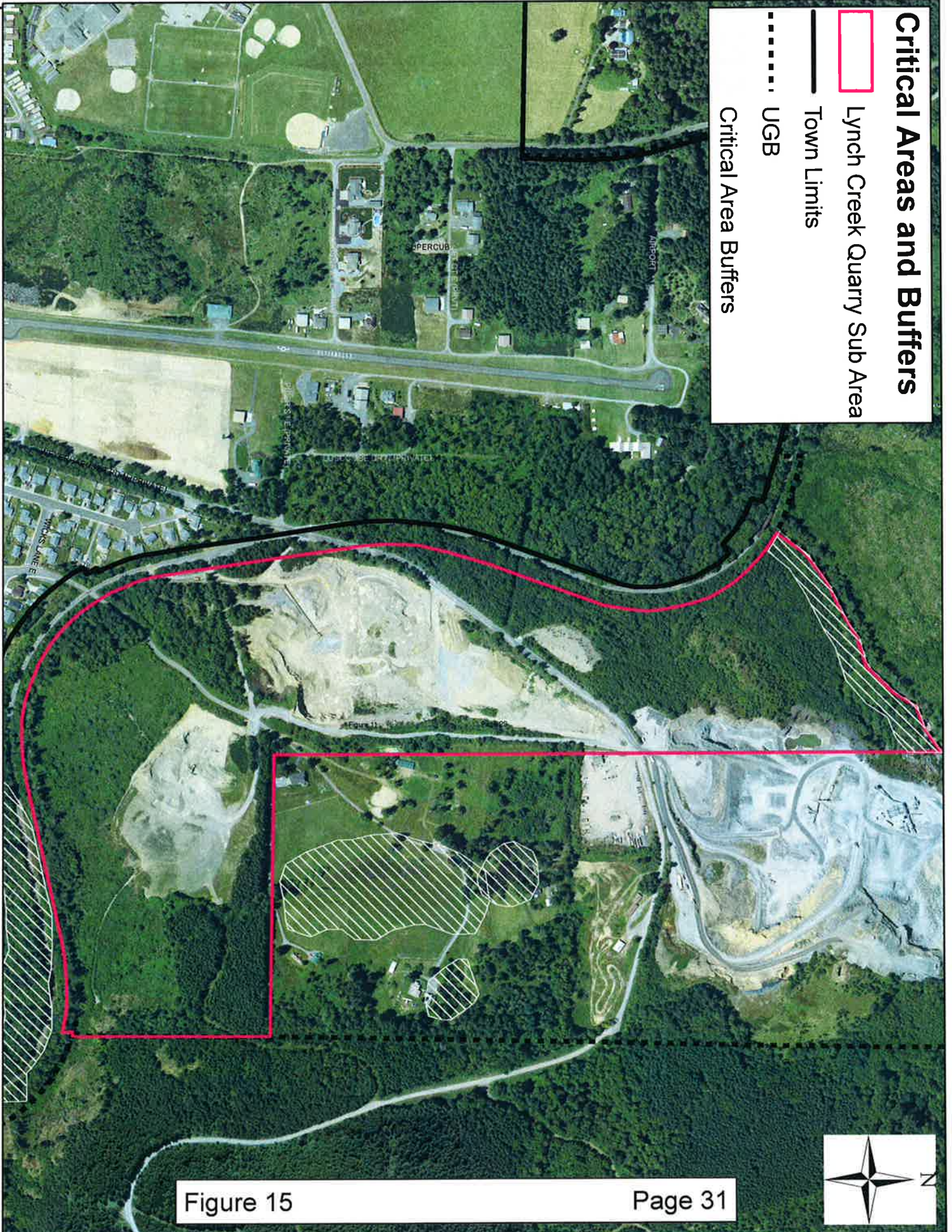
Critical Areas and Buffers

 Lynch Creek Quarry Sub Area

 Town Limits

 UGB

Critical Area Buffers



Sub-Area Plan

Land Use

Vision. The area shown on figure 10-6 is the site of a sand and gravel quarry which has seen various levels of mining activity over the last 40 years. There are 2 areas on the site which still contain significant deposits of sand and gravel which are likely to be mined out over the next 5-10 years. It is the town's vision to see this site developed as an employment center as the mining operations on this site winds down. The site is unique in that it has been heavily disturbed and that many topographical irregularities have been removed creating large flat sites which when combined with adjacent rail and runway access make the site very suitable for commercial and industrial uses. The proposed use would be a modern business industrial area in a park like setting which is buffered from adjacent uses.

The plan calls for the preservation of the few remaining undisturbed areas of the site on which mature stands of trees help contribute to the desired park like aesthetic. The boulevards and streets which would be constructed to serve the site would be fully landscaped and attractive enough that pedestrians would go out of their way to walk in the area. Other areas of open space along with the engineered slopes which now exist as a result of mining would be replanted with native tree species to strengthen buffering and contribute to the long term vision of an employment center in a forest. It is also important to manage stormwater on the site in an environmentally friendly way so that stormwater is infiltrated as naturally as possible on the site where rain falls and in constructed wetlands in pocket parks.

The Town also seeks to develop a green energy and products sector which it would like to attract to the area. A number of green industries have been identified as allowed uses in the Planned Action EIS. Other uses which the town would like to see develop include a sustainable forestry incubator which would include a small scale hardwoods mill, wood working shops, cabinet makers, and other green branded forest product manufacturers which utilize the natural resources of the area using sustainable business models. Traditional business industrial uses are also welcome provided they create job opportunities in Eatonville.

The benefits of an employment center in Eatonville will be far reaching. Its construction has the potential to reduce the number of commuters leaving Eatonville for employment centers in Puyallup, Tacoma, and Spanaway. This will result in further support of local businesses, reductions in greenhouse gas emission relating to commuter traffic, and will allow workers more time with their families and less time behind the wheel of their car or truck.

The development of the site will be a significant improvement over the existing use of the site for sand and gravel mining. The dust, blasting, rock sorting and crushing, loading and unloading, and gravel truck traffic will be replaced by a modern employment center which is compatible with adjacent uses and Eatonville's "urban" (as defined by the GMA) setting. The dust and noise will be a thing of the past and much of the environment on this site will be preserved or restored. The jobs will lead to an improved quality of life for residents of Eatonville, will bolster the Town's ability to efficiently provide services, and will help Eatonville become a model for sustainability.

Goals. Guide development of the Lynch Creek Quarry Area in Accordance with Figure 1a. In 2007, the town received a Growth Management planning grant from the Washington State Department of Community, Trade, and Economic Development to prepare a Sub Area Plan and Planned Action Environmental Impact Statement. Figure 10-6 is one of the products created as a part of that planning study. It is the town's goal to aid in the development of this area in

Sub-Area Plan

A -	10.7 acres
B -	7.8 acres
C -	8.8 acres
D -	6.7 acres
E -	7.5 acres
F -	6.1 acres

Alternatives Considered

The type of industrial development and timing that will take place is very difficult to predict with high degree of specificity. For planning purposes, three alternative development scenarios were developed containing the following assumptions:

1. Mixed Use (low intensity) Scenario. Clusters A, B, C, D, E and F, will develop as a combination of light manufacturing, office, and public uses.
2. Light Manufacturing Emphasis (medium intensity) Scenario. Clusters B, C, D, and E, will develop as light manufacturing, office and public uses. Clusters A and F will develop as manufacturing uses.
3. Manufacturing Emphasis (high intensity) Scenario. Clusters C and D will develop as light manufacturing, office, and public uses. Clusters B and E will develop as manufacturing uses. Clusters A and F will develop as heavy manufacturing uses.

Preferred Alternative

After receiving testimony in a public hearing and public comments on the proposed plan, the Town has selected Alternative 2 as the preferred alternative development pattern.

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22. Publishing
23. Administrative offices
24. Other uses as determined by the planning director to be similar in nature to light manufacturing, office, and public use.

Alternative 2: Manufacturing

Manufacturing uses are different from light manufacturing uses in that they may include emissions to air as well as outdoor assembly and manufacturing activity which should be more buffered from urban residential areas. Activities such as woodworking which may include a small lumber yard, odors associated with lumber or manufacturing, and noise associated with power tools such as saws are approved uses, however heavy industrial uses which would require smokestacks, significant use of hazardous materials, or the regular use of heavy outdoor equipment are not permitted:

1. Light Manufacturing Uses (listed above)
2. Consumer goods manufacturing
3. Custom cabinet manufacturing
4. Contractor's office, shop and storage
5. Heavy equipment / truck maintenance and repair facility
6. Warehouse, wholesale trade
7. Welding, fabrication, machine shops
8. Adult Uses.
9. Low to medium security prison.
10. Export Manufacturing
11. Small scale hardwood lumber mill as part of a timber use incubator business model
12. Renewable energy equipment manufacturing
13. Green building materials manufacturing
14. Solar energy production.
15. Other uses as determined by the planning director to be similar in nature to manufacturing uses

Alternative 3: Heavy Manufacturing

Heavy manufacturing uses are industrial uses which include emissions to air, may include the use of hazardous materials, could produce significant noise and glare, and generally need to be located away from residential areas. The following heavy industrial uses are permitted under the heavy manufacturing designation:

1. Light Manufacturing and Manufacturing Uses (listed above)
2. Asphalt batch plant
3. Biomass electric generating plant
4. Lumber mill
5. Outdoor storage of bulk materials
6. Paper manufacturing plant

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(35F). The conditional use permit which is pending proposes to remove 535,000 tons of material over the next 5-10 years and then to reclaim the area in accordance with DNR specifications. Once sand and gravel mining has been completed, Area A is expected to be a flat pit floor with geotech specified slopes around the perimeter of the area. As part of the mining permit, the applicant proposes to regrade and relocate Weyerhaeuser Road. Additional information pertaining to the pending conditional use permit application has been attached as appendix A. The proposed mining activity will result in finished grades roughly equal in elevation to the pit floor in Area B, roughly 890 to 910 feet in elevation

Areas B and C have been completely mined and have since been reclaimed in accordance with a reclamation plan approved by the Washington State Department of Natural Resources. Areas B and C are part of the same gravel pit floor with slopes around the perimeter to the east, west, and north that have been graded in accordance with geotechnical specifications. The floor of the gravel pit has been graded nearly level with the railroad grade adjacent to the Areas B and C to the south. The perimeter slopes of Areas B and C are between 15% and 30% and are stable. The soils found in Areas B and C are Scamman Silt Loam and fill (pit-run and over burden).

Areas D, E, and F have been mined for sand and gravel historically, but very little documentation of these activities exist on record with Pierce County today. The areas still contain significant sand and gravel deposits which would likely be removed as part of future reclamation and site development. The topography in this area is variable with visible evidence of previous mining activities near the center of the site. Slopes range from 0%-50% and soils are primarily Scamman Silt Loam. The slopes in Areas D, E, and F are considered stable.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

All Areas. Impacts to earth which may result from the development of Areas A-F under Alternative 1 include:

1. Erosion could occur during earthwork and construction activities. Sand, silt, clay particles, and soil are considered pollutants and could enter waters of the state damaging aquatic habitat.
2. Erosion could occur on permanent perimeter slopes surrounding existing and future sand and gravel pits.
3. Soil and sediment could be tracked off site by construction vehicles.
4. Development could result in slope instability on the perimeter of the gravel pit floors.
5. Improper placement of fill could increase seismic hazards.
6. Development in areas where fill has been may lead to settling of fill material.

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6. The developer shall perform compaction tests and prepare geotechnical reports for any areas where fill material has been or will be placed and on which development is to occur. The findings and conclusions of the report shall be reviewed by the town at which time additional conditions may be required on a case by case basis.

Area A. The following mitigating conditions apply to the development of Area A under Alternative 1:

1. A 150 foot buffer in which no development may occur shall be established on the site adjacent to Lynch Creek. No earthwork other than that related to habitat restoration may occur within the required buffer. The limits of clearing shall be marked in the field prior to any earthwork activities.

Areas B and C. The following mitigating conditions apply to the development of Areas B and C under Alternative 1:

None.

Areas D, E, and F. The following mitigating conditions apply to the development of Areas D, E, and F under Alternative 1:

1. A geotechnical report shall be prepared for the collective development of areas D, E, and F which specifies:
 - a. Present and final grade
 - b. Quantity and type of material to be removed from the site.
 - c. Fill material requirements and compaction specifications.
 - d. A reclamation plan including designs for finished slopes.
 - e. Erosion control and stormwater management plans to be employed during earthwork activities
 - f. Full engineering plans for the relocation, grading, temporary access, and construction of Bergeren Road.

The findings and conclusions including required conditions of this report shall be reviewed by the town and upon approval shall be binding.

2. A 200 foot buffer in which no development may occur shall be created on the site adjacent to the Mashel

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Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

Under Alternative 1 there are no uses which are expected to significantly contribute to emissions to air. It is expected that dust emissions on and off the site would be reduced by the paving of all vehicular maneuvering areas as required by the Eatonville Municipal Code. The code also requires that any undeveloped areas of the site be revegetated or landscaped. Gravel storage yards are allowed under the Eatonville municipal code and dust emissions could be created from such use. It is possible that vehicle emissions would increase as a result of development under Alternative 1 however that would vary greatly depending on the use, number of customers to visit the site, number of employees, number of shifts, and movement of supplies and goods. It is likely that the new vehicle trips generated as a result of site development would replace existing gravel mine traffic which would begin to cease as the site is developed. It is expected that there will be no net increase in vehicle emissions in the transition from the current use to the proposed use.

Mitigation for Areas A, B, C, D, E, and F:

The following mitigating conditions apply to the development of Area A under Alternative 1:

1. The developer shall administer dust control on the site during construction and development activities in periods of seasonal dryness.
2. When dry conditions exist, all gravel storage yards shall be watered down or be treated with a dust suppressant.
3. All undeveloped or unused area shall be revegetated or landscaped in accordance with a landscaping plan meeting the requirements of EMC 18.07.
4. Diesel trucks shall not be left to idle on the site for periods exceeding 15 minutes. Signs to this effect shall be erected in all vehicle staging areas and loading and unloading areas.
5. For any development requiring a Puget Sound Clean Air Agency Permit, any conditions required under such a permit shall be adhered to as a condition of this Planned Action EIS.

Alternative 2:

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minute. In the bedrock, groundwater occurs in fractures or fracture zones. The depth to water ranges from about 100 to 200 feet below ground. Wells completed in the bedrock yield about 1 to 2 gallons a minute.

Aquifer Recharge Area: The proposed development site is located entirely outside of the town's Aquifer Recharge Areas as shown on Figure 18.

Water Runoff (Including Stormwater): The free draining soils existing in Areas A-F means that all water which falls on the site is infiltrated naturally. There is no stormwater drainage infrastructure in the area other than small swales on the sides of the gravel roads serving the site. Stormwater is infiltrated where it falls as precipitation.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

Impacts to water which may result from the development of Areas A-F under Alternative 1 include:

1. The development of the site will result in the creation of significant impervious areas which will generate increased stormwater runoff and convey typical roadway pollutants into storm drainage features, groundwater, and waters of the state. This could include water quality impacts to nearby exempt wells.
2. These impervious areas could reduce the overall volumes of water entering aquifers affecting nearby exempt wells.
3. These impervious areas could increase surges of stormwater into waters of the state.
4. Development could encroach on Lynch Creek and the Mashel River resulting in increased sheet flows and discharges of sediment to those streams and negatively impacting critical riparian habitat.
5. Commercial vehicle washing may occur as part of several of the allowed uses under Alternative 1 and it is possible that sediment, soap, and other chemicals and waste could enter the stormwater system.

Mitigation for Areas A, B, C, D, E, and F under Alternative 1:

The following mitigating conditions apply to the development of Area A under Alternative 1:

1. There shall be a 200 foot stream buffer preserved along the Mashel River and a 150 foot buffer along Lynch Creek.

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Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3:
None.

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

Plants.

Existing conditions:

Areas A-F are characterized by previous sand and gravel mining activities which have left the site sparsely vegetated with the exception of the eastern portions of Areas, D, E, and F which have a mix of post harvest vegetation and 70-80 year old 2nd growth Douglas Fir forest. There are some areas along the perimeter of the entire site which contain a more diverse mix of Douglas Fir, Cottonwood, and Big Leaf Maple with significant undergrowth. Due to the mining activities and the lack of replanting there are a number of invasive species on the site. Himalayan Blackberries and Scott's Broom are widespread across the site and there was Knapweed found in the area though not on this site. Due to the seasonality of Knapweed, it is expected that it would be found on the site in the late spring and early summer.

Plants and trees which exist on the site include Cottonwood, Douglas Fir, Big Leaf Maple, Ferns, Indian Plum, Honeysuckle, Serviceberry, Oregon Grape, Elderberry, Cascara, Hazelnut, Pacific Dogwood, Wild Cherry, and some Red Cedar near the rivers.

Invasive Plants on the site include Himalayan Blackberry, Scott's Broom, and possible Knapweed.

No threatened or endangered species were identified on the site.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

Under Alternative 1 vegetation could be removed in all areas except the stream buffers along the Mashel River and Lynch Creek and in designated areas of open space. This clearing could include removal of significant trees and mature native plants. Additionally, the development of this site creates new demands for parks and recreation, open space, and access to parks and open space.

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Animals.

Existing conditions:

Areas A-F are inhabited by Deer, Elk, Eagle, songbirds, and the occasional Cougar. The habitat in Areas A-F are of a low ecological value with the exception of the riparian buffer areas. There are no known endangered species on the site. The site is not part of any identified migration route.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

Under Alternative 1 non critical animal habitat will be developed and partially eliminated.

Mitigation required for development under Alternative 1:

Under Alternative 1 there are several mitigating conditions which shall be imposed on development including:

1. Fences shall not preclude the movement of animals through the site from the Mashel River buffer to the Lynch Creek Buffer.
2. Buffers, conservation areas, parks, and open space shall be continuously connected without the use of fences.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2:

Manufacturing uses would be potentially less inviting to wildlife which may try to move across the site within perimeter buffers.

Additional Mitigation for Areas A and F under Alternative 2: The perimeter landscaping buffers around manufacturing uses shall be increased to 40 feet.

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3:

Heavy manufacturing uses would be potentially less inviting to wildlife which may try to move across the site within perimeter buffers.

Additional Mitigation for Areas A, B, E, and F under Alternative 3:

The perimeter landscaping buffers around heavy manufacturing uses shall be increased to 55 feet.

Energy and Natural Resources.

Existing conditions:

The area is presently served by the Town of Eatonville Electric Company. Town water and sewer have been extended to within 400 feet of the site along Weyerhaeuser Road N. Propane delivery is available in the area however there are no tanks installed on the site at this time. Natural Gas is not available in the region. Solar and wind energy production may be viable uses on the site and on adjacent sites however these uses do not exist in the area at this time.

The habitat in Areas A-F is of a low ecological value with the exception of the riparian buffer areas.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1: None.

Mitigation required for development under Alternative 1: None

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: No additional Energy and Natural resource impacts resulting from the more intense manufacturing use development under Alternative 2 are anticipated.

Additional Mitigation for Areas A and F under Alternative 2: None.

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: No additional Energy and Natural resource impacts resulting from the more intense manufacturing and heavy manufacturing use development under Alternative 3 are anticipated.

Additional Mitigation for Areas A, B, E, and F under Alternative 3: None.

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Environmental Health.

Existing conditions:

The existing sand and gravel quarry operation creates considerable noise through the use of earth moving equipment, sorting equipment, loading equipment, and heavy trucks. Noise is the only environmental health hazard known to exist on the site at this time.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

Noise impacts from the development under Alternative 1 are expected to be reduced considerably in comparison to the present use of the site. Construction noise as a result of development activities could be significant. Some uses which are allowed under Alternative 1 could generate noise which exceeds town performance standards.

Mitigation required for development under Alternative 1:

1. Developers shall comply with EMC 8.11 during site construction and development.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: No additional Environmental Health impacts resulting from the more intense manufacturing use development under Alternative 2 are anticipated.

Additional Mitigation for Areas A and F under Alternative 2: None.

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: No additional Environmental Health impacts resulting from the more intense manufacturing and heavy manufacturing use development under Alternative 3 are anticipated.

Additional Mitigation for Areas A, B, E, and F under Alternative 3: None.

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Land and Shoreline Use.

Existing conditions:

Shorelines. This site is adjacent to the Mashel River and Lynch Creek. The Mashel River is identified in the Eatonville critical areas code EMC 15.16.175 as a Type S (Subject to the Shorelines Management Act) Stream. Lynch Creek is identified in the Eatonville critical areas code EMC 15.16.175 as a Type F (Fish bearing other than type S) Stream. The EMC specifies a 200 foot riparian habitat buffer for type S streams and a 150 foot shoreline buffer for type F streams.

Land Use. To the east of the site there are agricultural uses. To the north is the existing active Lynch Creek sand and gravel quarry. To the west is the Tacoma Rail corridor and Swanson Field Airport. To the South there is The Tacoma Rail corridor and a residential development. Areas A-F are well buffered from adjacent uses and would be compatible with existing adjacent uses under alternatives 1-3.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1: None

Mitigation required for development under Alternative 1: None.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: No additional Land and Shoreline Use impacts resulting from the more intense manufacturing use development under Alternative 2 are anticipated.

Additional Mitigation for Areas A and F under Alternative 2: None.

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: No additional Land and Shoreline Use impacts resulting from the more intense manufacturing and heavy manufacturing use development under Alternative 3 are anticipated.

Additional Mitigation for Areas A, B, E, and F under Alternative 3: None.

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Housing.

Existing conditions:

No housing exists within the project area however there are existing residential uses adjacent to the site. To the north and east of the site exists 5 large lot residences in an area zoned under Pierce County regulations as R-20. These lots are all below the minimum lot size requirements and are located outside of the town's Urban Growth Area. At previous hearings regarding UGA expansion and land use designation, all of the residents occupying these 5 lots who were present expressed a desire to remain outside of the UGA. To the South of this site exists two residential developments served by Bergeren Road. These areas were generally developed at densities around 4-5 units per acre. These areas are already located adjacent to the 100 foot Tacoma Rail right of way which is moderately forested with some areas of clearing which allows residents views of the quarry site. To the west lays Eatonville's aerospace district including Swanson Field. A variety of uses occur in the vicinity of the airport including residential aviation development and commercial and industrial uses. The airport is developed at low densities and is buffered from the site by Tacoma Rail facilities and significant stands of trees.

Residents in the residential areas near the site have expressed concerns regarding compatibility of a future use of the quarry site including concern for noise, dust, emission of light, traffic, land use, property value, aesthetics of future development, preservation of rural residential setting, recreational opportunities, hours of operation, emissions to air, impacts to public services, and building heights. The residents in these areas are already subject to significant environmental impacts related to the existing sand and gravel mining operation. The quarry currently generates significant truck traffic, dust and diesel emissions, noise from blasting, rock crushing, loading and unloading, not to mention views of a barren quarry site. (The impacts to the residential areas adjacent to the site have been mitigated in other areas of this document. The impacts and mitigation related to this section deal with onsite impacts to housing only and because there is no onsite housing element, no impacts or mitigation have been identified.)

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1: None

Mitigation required for development under Alternative 1: None

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: None

Additional Mitigation for Areas A and F under Alternative 2: None

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Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: None

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

Aesthetics.

Existing conditions:

The project area is undeveloped. Residential areas to the south and west have views which are already obstructed by a moderately forested railroad corridor. The rural residential areas to the north and east are perched on a plateau and would sit well above the immediately adjacent development under all alternatives provided that reasonable height limits are established.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

The development of the area as proposed under Alternative 1 would allow for the construction of a variety of building type and uses which would utilize building designs that emphasize function and cost effectiveness over aesthetics. The development of the site would also include the construction of parking lots, equipment yards, as well as public and private infrastructure. It is unlikely that the development of this area would obstruct or alter views from adjacent rural and residential areas. Landscaping buffers which are required under other sections of this Planned Action EIS will be sufficient to screen the area from adjacent uses.

Mitigation required for development under Alternative 1:

Under Alternative 1 there are several mitigating conditions which shall be imposed on development including:

1. Site and building design shall be in compliance with specific design guidelines and landscaping guidelines (Exhibit K) which are to be included in the development regulations resulting from the adoption of the Lynch Creek Industrial Sub Area Plan Pages 15-35. (The intent of these guidelines is to establish minimum streetscape, landscaping, and architectural detailing requirements to ensure that all structures are attractive and well landscaped so that the project will be compatible with the rural character of Eatonville and

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will not be detrimental to Eatonville's development of a destination at the base of Mt. Rainier National Park)

2. Height limits for building in areas A-F shall be restricted to 3 stories or 50 feet.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: None

Additional Mitigation for Areas A and F under Alternative 2: None

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: None

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

Light and Glare.

Existing conditions:

The existing sand and gravel operation generates minimal light and glare, mainly in the winter months when the business activities begin before sunrise and after sunset. The source of the light is from haul trucks, earthmoving equipment, gravel sorting equipment, the quarry office, and from a handful of street lights.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

The development as proposed under Alternative A would have few impacts due to the existing and proposed topography and the buffering requirements which have been imposed in other sections above. It is certain that light and glare from the site will increase as a result of the development under Alternative A however some simple mitigating conditions can ensure that any impacts will be mitigated.

Mitigation required for development under Alternative 1:

Under Alternative 1 there are several mitigating conditions which shall be imposed on development including:

1. All exterior lights shall be shielded so that the light is directed downward on to streets, parking lots, equipment yards, and sidewalks. Exceptions, aircraft

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hazard identification lighting and small indirect spot lighting used to illuminate buildings and signs.

2. Businesses shall dim all non essential lighting during non business hours.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: None

Additional Mitigation for Areas A and F under Alternative 2: None

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: None

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

Recreation.

Existing conditions:

There are no legally existing recreational opportunities on the site or in the immediate vicinity at the present time. The Weyerhaeuser Road does provide access to land owned by Hancock Timber Company which allows recreational use of its land with a permit.

Impacts and mitigation:

No recreation impacts or mitigation have been identified for the project under any of the alternatives.

Historic and Cultural Preservation.

Existing conditions:

There are no historically or cultural significant structures or artifacts on the site. Due to the ongoing sand and gravel mining on the site it is unlikely that human remains or artifacts remain in Areas A-F which are proposed for development.

Impacts and mitigation:

None.

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Transportation.

Existing conditions:

The site is currently served by 3 roads, Weyerhaeuser Road N, Bergeren Road, and Center Street E. The site is additionally served by the Tacoma railroad line as well as Swanson field which is located adjacent to the site. The region is not served by public transportation at this time.

Bergeren Road passes through a heavily developed residential area and is not suitable for commercial, industrial, or construction vehicle access, however the road crosses Areas C, D, and E to serve 5 rural residential lots to the NE of the proposed industrial area. Bergeren Road is fully paved and meets public works standards between Center Street E in Eatonville and the Tacoma Rail Corridor. There is a marked but unsignaled railroad crossing where Bergeren crosses the Tacoma rail corridor. From the rail corridor to the 5 rural residential lots the road is paved and gains approximately 60 feet in elevation as it climbs up to the plateau to the NE of the proposed industrial area. This section of road is not built to a public road standard.

Weyerhaeuser Road is the primary access to Lynch Creek Quarry. The road is public for the first 1300 feet as the road heads north from Center Street E. The public portion of the road is paved but does not meet the town's public works standards. Additionally, the intersection geometry as Weyerhaeuser Road crosses Center Street is skewed. There are no sidewalks along the public section of Weyerhaeuser Road. The private section of Weyerhaeuser Road is a privately held tax parcel measuring 100 feet in width and extending to the north eastern end of the project area. The railroad crossing along this section of private road is marked but in unsignaled. There are no sidewalks along this portion of private road. Once the road crosses the railroad tracks it begins to gain elevation as it approaches the northeastern corner of the project site.

Center Street East from Weyerhaeuser Road west to SR-161 is a fully constructed heavily traveled roadway meeting town public works standards. From Weyerhaeuser road to Madison Avenue the road show signs of wear and is in need of an overlay. A traffic signal is being planned for the intersection of Center Street and SR-161.

There is a Tacoma Rail corridor which passes adjacent to the site. Historically this railroad carried freight including timber to the Port of Tacoma. More recently the railroad has carried passengers from freighthouse square in Tacoma to Mt. Rainier on a dinner train. Another tourist train called the Grand Lux was making weekly trips from the Great Plains to Mt. Rainier and was parking and unloading in Eatonville due to the condition of the railroad bridge over the Mashel River. That train would unload passengers along Lynch Creek Road and would bus them to the national park. The Eatonville comprehensive plan identifies a goal of establishing a passenger train depot in Eatonville. In

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2006 the Tacoma Rail Bridge across the Nisqually River washed out and cutoff the connection between Morton and Tacoma. Planning is underway to replace this bridge and to make track upgrades between Eatonville and Tacoma. It is anticipated that the replacement of the bridge and track upgrades would lead to increased train traffic on this stretch of railroad providing better access to this site and reestablishing the historic impacts of the railroad on adjacent residential uses.

Swanson Field is a public access airport located just to the west of the site. While the airport is not directly connected to the proposed industrial development it is a resource which is available to future businesses. This site is well below FAR Part 77 surfaces and its development is not expected to impact the operation of the Airport.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

The impacts under Alternative 1 can be broken into two categories, onsite and offsite. The onsite impacts are created by onsite traffic circulation, parking, pedestrian activities, and railroad access. The offsite impacts are the impacts to the streets leading to the proposed industrial area.

Onsite impacts are as follows:

1. There is insufficient pedestrian access between Areas A-F.
2. There is insufficient public street access between Areas A-F.
3. The Development of this site would have impacts to residents who use Bergeren Road in the form of increased traffic crossing Bergeren Road and wear and tear of the Bergeren Road surface within the proposed development.
4. The development of the site would result in increased demand for parking.
5. The onsite road grades for Bergeren Road and Weyerhaeuser Road may be unsuitable for continued use by through traffic.
6. The Eatonville Comprehensive Plan has identified the need for a passenger train depot in Eatonville. This is the only accessible area in the town limits which is adjacent to the railroad tracks.

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Offsite impacts are as follows:

1. The finished project will generate approximately 150 peak pm at the intersection of Center Street E and SR-161.
2. The rail road crossing at Weyerhaeuser Road is insufficient to handle the estimated traffic volumes.
3. Weyerhaeuser Road in its present condition is insufficient to handle expected traffic volumes.
4. Traffic on Center Street East resulting from this project will contribute to the traffic signalization need at Center Street and SR-161.
5. Pedestrian access to the site along Weyerhaeuser Road and Bergeren Road is insufficient to serve the proposed development.
6. The use of Bergeren Road to serve this site would result in increased commercial traffic in a residential area.
7. The intersection of Weyerhaeuser Road and Center Street E has substandard geometry and cannot safely handle all turning motions in its current configuration.
8. Private roads (Weyerhaeuser Road N) and private road standards are insufficient to serve the proposed development.

Mitigation required for development under Alternative 1:

Under Alternative 1 there are several mitigating conditions which shall be imposed on development including:

1. The developer shall dedicate public ROWs connecting areas A-F and shall construct public roadways within these ROWs in accordance with town public works standards and generally conforming with Figure 1a.
2. The developer shall connect areas A-F with sidewalks on both sides of the street including sidewalks leading from public ROWs to every building entrance, parking lot, equipment yard, or other facilities deemed necessary by town staff.
3. All construction shall conform to town regulations pertaining to FAR Part 77 surfaces height restrictions.
4. Bergeren Road shall be reconstructed to a public street standard between the Tacoma Rail right of way and the rural residential properties to the northeast. These improvements may require relocation of the road and/or regrading of the road bed.
5. All development shall comply with commercial parking requirements of chapter 18.05. If a standard does not exist for a proposed use, the developer shall provide a parking need assessment. Upon review and approval by the town, the

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- developer shall construct parking facilities in accordance with the approved parking need assessment study.
6. The developer shall try to have the private portions of Weyerhaeuser Road N dedicated as a public ROW and shall construct the entire road from Center Street East to the Railroad tracks to a public standard whether the road becomes public or if a portion remains private. These improvements shall include road surfaces, sidewalks, landscaping buffers, and stormwater improvements (may be integrated with landscaping).
 7. The developer shall have railroad crossing gates installed at the Weyerhaeuser Road N crossing including road reconstruction within the rail right of way to a public standard.
 8. The developer shall contribute a pro rata share of signalization improvement costs at the intersection of SR-161 and Center Street. The total estimated cost of the improvement is \$500,000.00. The developer shall contribute to this improvement based on the percentage share of traffic generated by this project during peak pm hours. I.E. if this project is projected to generate 10% of the total peak pm traffic volume traveling through this intersection, the total contribution would be \$50,000.00.
 9. The developer shall prepare an ordinance for the consideration of the town council which would restrict commercial truck traffic on Bergeren Road between Center Street and the railroad tracks, and upon approval shall purchase and install appropriate signage reflecting the rules established in the ordinance.
 10. The developer shall reengineer and reconstruct the intersection of Center Street E and Weyerhaeuser Road to ensure safe (as well as ADA compliant) pedestrian crossings, aligned intersection geometry, and turning lanes as deemed appropriate by a traffic study for the project.
 11. One of the areas identified for open space on figure 1a shows a “possible future location for a train depot” adjacent to the railroad tracks. A passenger train depot including parking and pick up and drop off areas shall be a permitted use in this area of open space.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: No additional traffic impacts are anticipated under Alternative 2.

Additional Mitigation for Areas A and F under Alternative 2: None.

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Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: No additional traffic impacts are anticipated under Alternative 3.

Additional Mitigation for Areas A, B, E, and F under Alternative 3: None.

Public Services.

Existing conditions:

Public services are currently provided by Pierce County as the area has not yet been annexed by Eatonville. Police protection is provided by the Pierce County Sheriff's Department out of a substation at the intersection of SR-161 and Eatonville Cut-off Road. The station is approximately 4.5 miles from the site. Fire and EMS service to the area is provided by District 17 with response time which would average about 15 minutes. There is a Pierce County branch library in Eatonville about 1 mile from the site. The nearest hospital is Good Samaritan in Puyallup, WA about 25 miles to the north. The area is in the Eatonville School District with schools located within 1 mile of the site.

Under this planned action, the area would have to be annexed by Eatonville which has the ability to provide services at a much higher level of service than Pierce County. The Eatonville Police department provides near 24-hour service and is headquartered approximately 1 mile from the site at Eatonville Town Hall. Eatonville has a new full time fire/EMS department based out of town hall which provides 93% coverage and has a level 7 fire rating. Eatonville's fire rating is expected to improve as a result of recent departmental improvements.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F:

The construction of buildings which are greater than 40 feet could not be reached by the Eatonville Fire Departments existing trucks. The development of the site could also lead to insufficient fire flow at the site. The nature of the proposed uses could require additional police and fire monitoring.

Mitigation for Areas A, B, C, D, E, and F:

1. If any building is to be constructed to a height greater 40 feet, the developer shall be required to provide the Town of Eatonville Fire Department with a ladder truck which is in satisfactory condition as determined by the Fire Chief.

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2. Additional water system improvements such as an additional water tank may be required at the developer's expense to provide fire flow throughout the site.
3. Users in this area shall provide surveillance cameras on all developed sites to deter crime

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: None

Additional Mitigation for Areas A and F under Alternative 2: None

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: None

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

Utilities.

Existing conditions:

Wastewater at the site is currently handled on site through the use of private septic systems and portable restroom facilities. Potable water on the site is provided by onsite wells. There are no stormwater facilities on the site. There is electrical service provided on the site provided by the town owned Eatonville Light.

Impacts and mitigation:

Alternative 1:

Impacts to Areas A, B, C, D, E, and F under Alternative 1:

The proposed development under Alternative 1 would result in significant impacts to utilities provided by the town. Electricity, Potable Water, Sanitary Sewer, and Stormwater facilities are insufficient to support development under Alternative A.

Mitigation required for development under Alternative 1:

Water:

1. The developer shall construct a 12 inch water main loop which shall be extended adjacent to Areas A-F.
2. To reduce impacts on water availability, the developer shall extend Class A wastewater

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(purple pipe) from the intersection of Center and Weyerhaeuser Road in a 6" main to the site and throughout the site to provide for irrigation of landscaped areas and reduce demand for potable water.

3. The developer shall decommission all wells which may exist on the site.
4. The developer shall extend potable water service to the northeastern end of Bergeren Road serving parcels 0416132016, 0416132004, 0416132013, 0416132015, and 0416132014.
5. The developer shall extend potable water service along Weyerhaeuser Road N to serve parcel 0416132031.

Wastewater:

1. The developer shall extend the 8" sanitary sewer service from Weyerhaeuser Road North at the Northeast corner of Parcel 0416144157 to Areas A-F and to the North ends of the site along Weyerhaeuser Road N and Bergeren Road.
2. The developer shall extend sanitary sewer service to the far end of this site along Bergeren Road and Weyerhaeuser Road

Electricity:

1. The developer shall extend underground 3-phase power to Areas A-F.

Alternative 2:

Additional Impacts to Areas A and F under Alternative 2: None

Additional Mitigation for Areas A and F under Alternative 2: None

Alternative 3:

Additional Impacts to Areas A, B, E, and F under Alternative 3: None

Additional Mitigation for Areas A, B, E, and F under Alternative 3:
None

